Re: High Priority: Economic Impacts of Blockades at Border Crossings

From: "Mendes, Rhys" <"/o=exchangelabs/ou=exchange administrative group (fydibohf23spdlt)/cn=recipients/cn=aa11f7fd669241f0a1a90467894ac7e8-mendes, rhy">
To: "Turcotte, Julie" <julie.turcotte@fin.gc.ca>
Cc: "Bilodeau-Fortin, Geoffroy" <geoffroy.bilodeau-fortin@fin.gc.ca>, "Torgunrud, Brian" <brian.torgunrud@fin.gc.ca>, "Capeluck, Evan" <evan.capeluck@fin.gc.ca>, "Lee, Frank" <frank.lee@fin.gc.ca>
Date: Thu, 10 Feb 2022 21:41:50 +0000

Thanks Julie. By “at risk” I meant more those that are economically important and could be disrupted. So essentially what you are calling pinch points. I wasn’t looking for specific intel. That said, I’m happy to escalate with Transport if needed.

> On Feb 10, 2022, at 4:35 PM, Turcotte, Julie <Julie.Turcotte@fin.gc.ca> wrote:
>
> For your first question on “critical infrastructure that could be at risk”, that’s definitely highly sensitive material that I hope is not in the public domain. We would not have such a list, I will see what I can get from Transport.
> Economic impact assessments would depend on importance of trade flows (internal vs international), value/composition/importance of goods traded, and importantly viable alternatives to reroute from this infrastructure. I think the Ambassador Bridge and BC port are very good example of pinch points because harder to find alternatives. For the Champlain bridge, seems to me, many alternatives available incl. the A-30 Express but that’s not an expert view.
> Transport would know I think as they have way very detailed models.
>
> FYI – older tables we had but give you a sense (think for CA-US trade per se, would get larger share from road, at least 50%)
>
> **Table 1. Modal Exports as a Share of Total Merchandise Exports and GDP, 2018**

	Road	Rail	Marines	Air	Pipeline and other modes	Total
Per cent of total merchandise exports	39	15	18	12	15	100
Per cent of GDP	10	4	5	3	4	26

> **Table 2. Canada’s Marine Traffic Handled by Port Authorities, 2018**

Port	Millions of Tons	% of Total
Vancouver-Fraser	147.1	43.0
Halifax	9.0	2.6

Montréal	38.9	11.4
Prince Rupert	26.7	7.8
Total	342.1	

From: Mendes, Rhys <Rhys.Mendes@fin.gc.ca>
Sent: Thursday, February 10, 2022 2:40 PM
To: Turcotte, Julie <Julie.Turcotte@fin.gc.ca>
Cc: Olsen, Linda <Linda.Olsen@fin.gc.ca>; Bilodeau-Fortin, Geoffroy <Geoffroy.Bilodeau-Fortin@fin.gc.ca>; Torgunrud, Brian <Brian.Torgunrud@fin.gc.ca>; Capeluck, Evan <Evan.Capeluck@fin.gc.ca>; Lee, Frank <Frank.Lee@fin.gc.ca>
Subject: RE: High Priority: Economic Impacts of Blockades at Border Crossings

Thanks. I have shared this version. Please let me know as you update this.

From: Turcotte, Julie <Julie.Turcotte@fin.gc.ca>
Sent: Thursday, February 10, 2022 2:27 PM
To: Mendes, Rhys <Rhys.Mendes@fin.gc.ca>
Cc: Olsen, Linda <Linda.Olsen@fin.gc.ca>; Bilodeau-Fortin, Geoffroy <Geoffroy.Bilodeau-Fortin@fin.gc.ca>; Torgunrud, Brian <Brian.Torgunrud@fin.gc.ca>; Capeluck, Evan <Evan.Capeluck@fin.gc.ca>; Lee, Frank <Frank.Lee@fin.gc.ca>
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We are done, good to go.
I sent it to EDCF colleagues but don't think they will have time to review.
Will also share with Christian at Transport Canada, they were also working on their assessment so will ensure its aligned; they are also a very good source of intel and detailed sectoral impacts.

From: Mendes, Rhys <Rhys.Mendes@fin.gc.ca>
Sent: Thursday, February 10, 2022 1:45 PM
To: Turcotte, Julie <Julie.Turcotte@fin.gc.ca>
Cc: Olsen, Linda <Linda.Olsen@fin.gc.ca>; Bilodeau-Fortin, Geoffroy <Geoffroy.Bilodeau-Fortin@fin.gc.ca>; Torgunrud, Brian <Brian.Torgunrud@fin.gc.ca>; Capeluck, Evan <Evan.Capeluck@fin.gc.ca>; Lee, Frank <Frank.Lee@fin.gc.ca>
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This is great! I can see that some changes are being made. Please let me know when there is a clean version that I can share. We need to keep this evergreened over the next few days, so I have put a version number at the top to help Tushara identify the latest version in the paper copies that she makes for Michael, but happy to have a different approach to make the versions clear.

For the next version, I would like to:

(1) Have more on transportation infrastructure that could be *at risk* of disruption (critical bridges, ports, border crossings, maybe airports). Identify them and discuss potential for economic disruption. (Michael asked specifically about the Champlain Bridge in Montreal, given that he thought it could be easily blocked. So would be helpful for me to have

something in my back pocket on this, even if you don't think it merits mention in the document).

(2) Develop the argument upfront for why the economic impact could grow substantially if the disruptions persist and/or spread. This point is already evident in the document – I just want to highlight the economic narrative upfront.

Appreciate the work on this. It is a high priority to keep it up to date, as we could be asked for updates at any time.

Thanks,
Rhys

From: Turcotte, Julie <Julie.Turcotte@fin.gc.ca>
Sent: Thursday, February 10, 2022 12:59 PM
To: Mendes, Rhys <Rhys.Mendes@fin.gc.ca>
Cc: Olsen, Linda <Linda.Olsen@fin.gc.ca>; Bilodeau-Fortin, Geoffroy <Geoffroy.Bilodeau-Fortin@fin.gc.ca>; Torgunrud, Brian <Brian.Torgunrud@fin.gc.ca>; Capeluck, Evan <Evan.Capeluck@fin.gc.ca>; Lee, Frank <Frank.Lee@fin.gc.ca>
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Here is a scan of the situation and a preliminary assessment from Geoffroy and Evan:
https://sharepoint.fin.gc.ca/POLI/EFP/Documents/Economic%20Monitoring/Backgrounder%20-%20Ambassador%20Bridge%20Blockade.docx?web=1